

CLAIM AMENDMENTS

1. (Currently Amended) A method for setting, in a motor vehicle electrical power steering system ~~of the type~~ which includes a vehicle steering column and a steering assistance motor, ~~the~~ a set point of ~~the~~ an assistance torque that must be applied to the steering column by the motor, ~~this~~ the steering column having an upper part bearing ~~the~~ a steering wheel and a lower part which acts on a mechanical steering device, ~~as~~ the method ~~according to which the assistance set point is established from~~ including:

obtaining information concerning ~~the~~ torque exerted on the steering wheel, ~~said information concerning the torque being established by measuring~~ ~~of the~~ a first angle ~~the site of~~ ~~with a first sensor~~ at the steering wheel and a second angle with a second sensor at ~~the site of~~ ~~the lower column part~~, ~~and said set point is established by comparison of~~

~~comparing the two angle measurements~~ first and second angles measured, taking into account ~~the rigidity of the steering column between~~ locations at which the two angle measurement sites (16), first and second angles are measured;

computing characterized by the fact that the load on the steering wheel (2) is computed by comparison of ~~the~~ positions of the two angle first and second sensors; and

~~that the computing variation of the load on the steering wheel (2) load is computed with respect to the speeds of rotation between of the two first and second sensors; that, PID type filtering is applied to of the two measurements made, and the resulting information is used as~~ first and second angles measured to obtain torque information for computation of the set point of the assistance torque that must to be applied to the steering column (1) by the assistance motor (4).

2. (Currently Amended) ~~A~~ The method according to Claim 1, characterized by the fact that including measuring the angle, speed, and acceleration of the steering wheel and the position, speed, and acceleration of the assistance motor (4) acting on the lower part (13) of the steering column are measured.

3. (Currently Amended) ~~A~~ The method according to Claim 2, characterized by the fact that an operation for including verifying the validity of the acquired measurement values is carried out first and second angles.

4. (Currently Amended) ~~A~~ The method according to ~~one of Claims~~ Claim 1-3, characterized by the fact that a test is done as to including testing whether recalibration of the assistance function is possible and necessary, and in the case of a negative response, if not,

~~the program for setting the set point of the assistance torque returns to the operation of returning to measuring the of magnitudes.~~

5. (Currently Amended) ~~A~~The method according to Claim 4, ~~characterized by the fact that in the case of a positive response wherein, if recalibration is possible and necessary, a computation of computing a new compensation with regard to the a midpoint position of the steering is done wheel, and, if necessary, a recomputation of the value of the recomputing play in a reducing gear (5) associated with the motor (4) is done, and the program, after storage of this information, is brought to the operation of returning to measuring of the magnitudes.~~

6. (Currently Amended) ~~A~~The method according to Claim 4 or 5, ~~characterized by the fact that the including testing for recalibration test is done based on at least the information of the passage of the steering wheel (2) through the a zero position, the speed speeds of rotation of the steering wheel and of the motor (4), which must be less than a predetermined threshold, on the upon a determination that there is no degraded mode is in progress, on the possible validation of the data obtained during the operation of measuring the magnitudes.~~

7. (Currently Amended) ~~A~~The method according to ~~one of Claims~~ Claim 1-6, ~~characterized by the fact that wherein, between the upper part (10) and the lower part (13) of the steering column (1), an intermediate part is provided in the form of a torque rod (16) is provided, and the rigidity of this the torque rod is taken into account in setting the aforementioned torque set point.~~

8. (Currently Amended) ~~A~~The method according to ~~one of Claims~~ Claim 1-7, ~~characterized by the fact that wherein the angle second sensor associated with lower part (13) of the steering column is integrated into the assistance motor (4).~~

9. (Currently Amended) ~~A~~The method according to ~~one of Claims~~ Claim 1-8, ~~characterized by the fact that wherein the torque rod (16) is produced as an integral part of steering column (1).~~

10. (Currently Amended) ~~A~~ The method according to ~~one of Claims~~ Claim 1-8,
~~characterized by the fact that wherein the torque rod is produced in the form of a part with~~
~~has controlled torsion of steering column (1).~~

11. (Currently Amended) ~~A~~ The method according to ~~Claim 12~~ 10, ~~characterized by~~
~~the fact that the structure itself of wherein the steering column (1) is produced in the form of~~
a torque rod.